



HAMPTON ROADS REVIEW

A QUARTERLY PUBLICATION OF THE HAMPTON ROADS PLANNING DISTRICT COMMISSION • Summer '07



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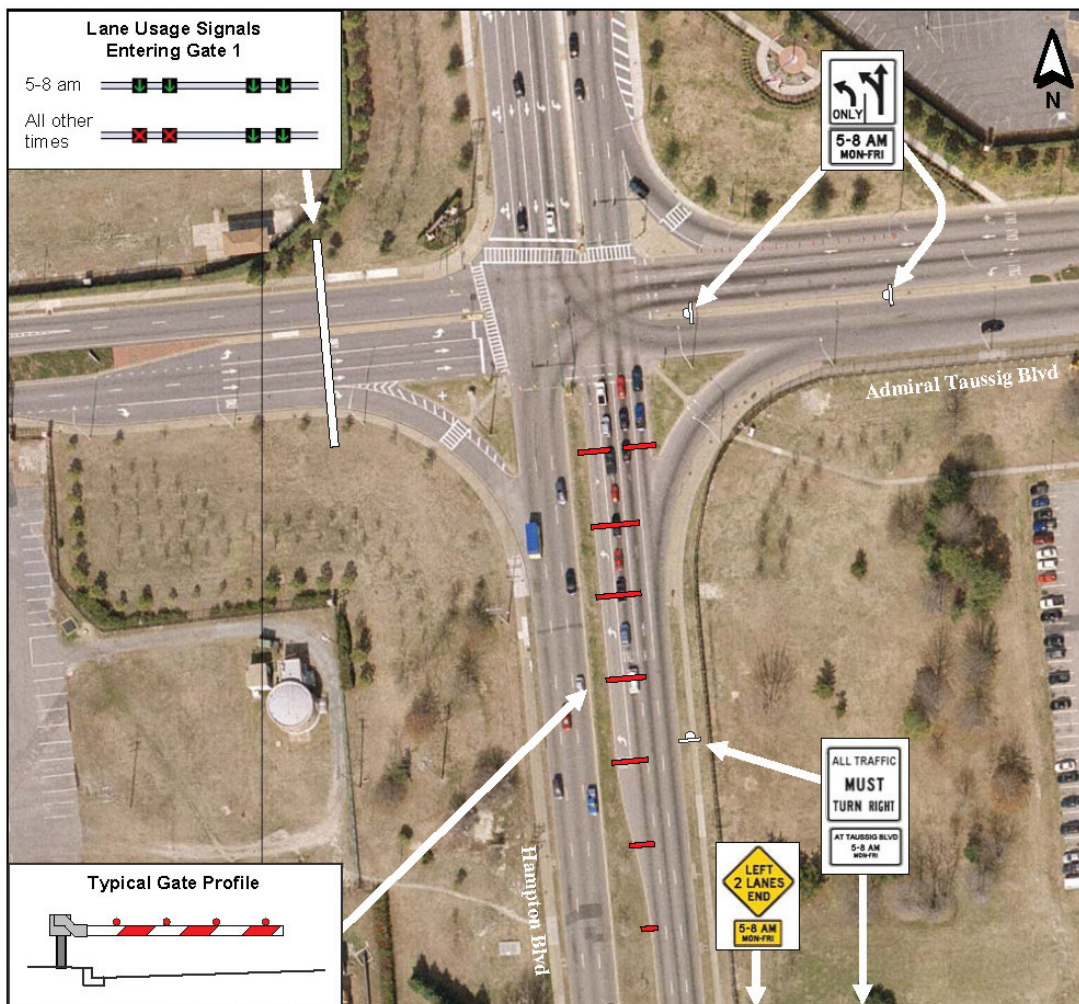
Naval Station Traffic Management Study Complete

The HRPDC recently completed the Naval Station Norfolk Area Traffic Management Study. The study was performed at the request of the city of Norfolk and the United States Navy and examined traffic conditions in the vicinity of Naval Station Norfolk. Traffic gridlock is a daily occurrence as 60,000 active-duty military and 10,000 civilian personnel attempt to move onto and around the base, which is limited by geography and number of access points. The primary purpose of the study was to develop and recommend solutions that will maximize efficiency and decrease delays leading into and out of the base.

Work for the study was broken into two parts, the first part, completed in late 2006, examined the current characteristics of traffic and commuters, current transit and traffic demand management opportunities, and proposed and planned improvements. The second part of the study analyzed the data collected and, after consulting with Navy and city of Norfolk staff, developed solutions for improving traffic flows in the area. The analysis determined six areas of primary concerns for transportation in and around the Naval Base area (in no particular order):

- Delay at the two rail crossings along Hampton Boulevard, particularly during restricted times;
- Safety (the Navy is emphasizing safety at all its bases nationwide);
- Congested intersections;
- Manpower used to implement traffic management plans;
- Gate management and utilization;
- High number of commuters in single occupant vehicles entering the base.

To address these issues, the study made several recommendations. For example, signal phasing and vehicle detection equipment could improve congested intersections such as the one at Admiral Taussig and Hampton Boulevards. Reliable and up-to-date information via variable message signs or traffic reports could divert traffic from congested gates to gates with more capacity, if applied earlier in the commuting routes. Greater marketing of current ride sharing options and/or added incentives for carpooling could reduce single occupant vehicles.



More complex and expensive recommendations include the full implementation of planned improvements at the Hampton Boulevard rail crossing that could lessen delays in those areas. However, one planned project, the Hampton Boulevard underpass is likely to be delayed due to funding constraints. Likewise, more engineering and enforcement efforts are required to address the high number of crashes on I-564 during peak periods. Finally, to reduce the amount of manpower now used for traffic management, new signage, road construction and reconfiguration, as well as new traffic patterns would be necessary.

Improving the Mobility of Non-Drivers Using Local Survey-based Data

As part of the long-range regional transportation planning process, the HRPDC continued its efforts to improve the mobility of Hampton Roads' non-drivers. Staff used data from its survey of local non-drivers to determine factors that impact non-drivers' travel throughout the region and to calculate the impact of geographic variables, such as proximity to destinations and proximity to bus routes, on their ability to travel.

Answers provided by survey respondents regarding their ability to walk separated the 790 participants into two categories. "Lesser Walkers" (492 respondents) were defined as those that had one or more physical frailties that limited walking, whereas "Better Walkers" (298 respondents) were those that did not have such a condition.

By isolating the impact of each factor, staff determined that "Lesser Walkers" with a Master's degree or higher were more mobile than their counterparts with less education. The same is true if they had some religious affiliation. A key finding for "Lesser Walkers" was that the amount of bus infrastructure within five miles of their home improved mobility.

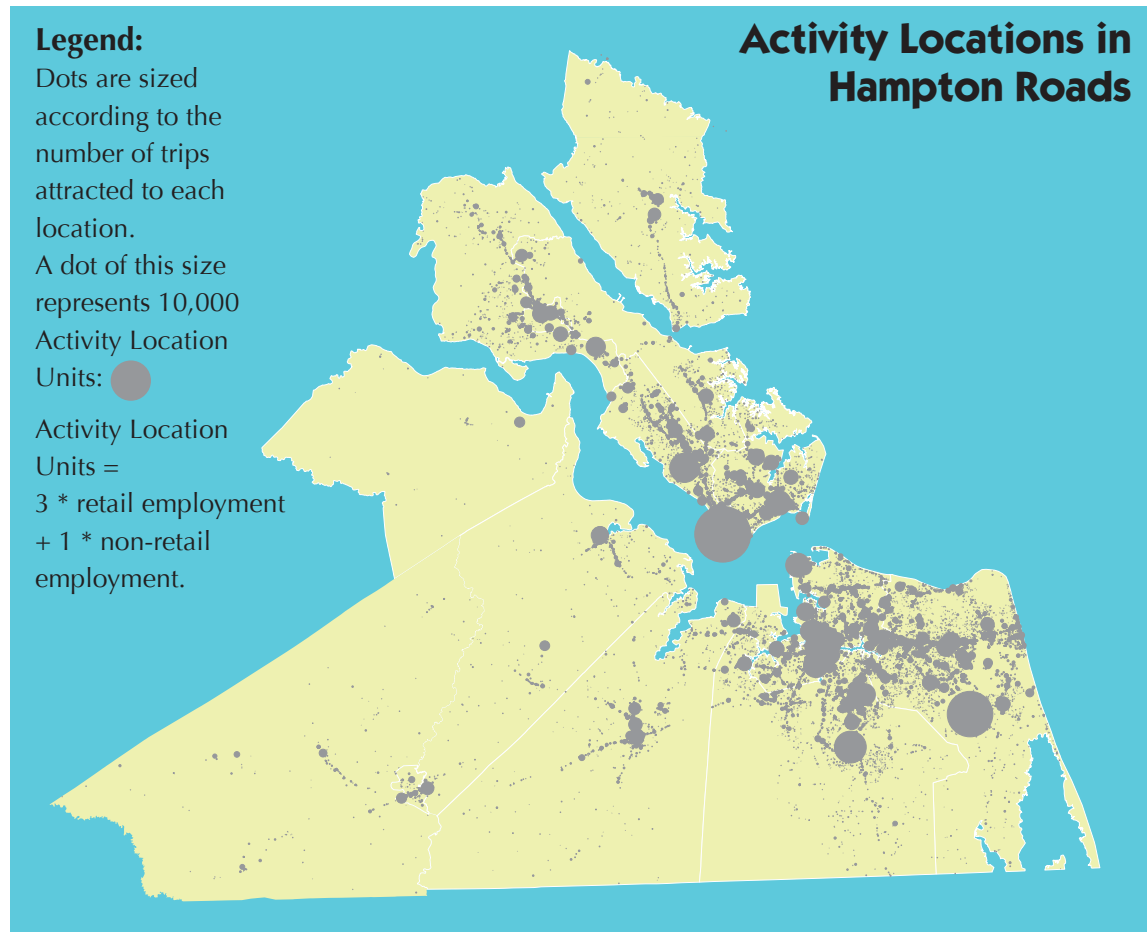
For "Better Walkers," living at home with parents, access to vehicles, and neighborhood crime rate all impacted mobility levels. It is assumed that non-drivers' relatives who are drivers provide rides for them. Apparently, the lack of safety in a neighborhood can decrease mobility. Another key finding of the analysis was that mobility for "Better Walkers" increases if they live within a half mile of activity locations (retail centers, government offices, employers). Proximity

to bus infrastructure (living within one mile of a bus stop) also improved mobility for the "Better Walkers."

The study recommends that local governments can increase non-driver mobility by employing a few techniques.

- Improve bus infrastructure by adding new routes, targeting these new routes on roads that have a large number of homes within a one-mile walk.
- Build government facilities such as recreation centers, schools, and libraries near existing or planned locations for a large number of residences.
- Allow new developments to have a mixture of activity locations and residences.
- Use local zoning authority to increase residential density near activity locations and allow activity locations to be built near large residential locations.

The HRPDC is currently examining several Hampton Roads neighborhoods and developing specific recommendations for improving non-driver mobility in those neighborhoods.



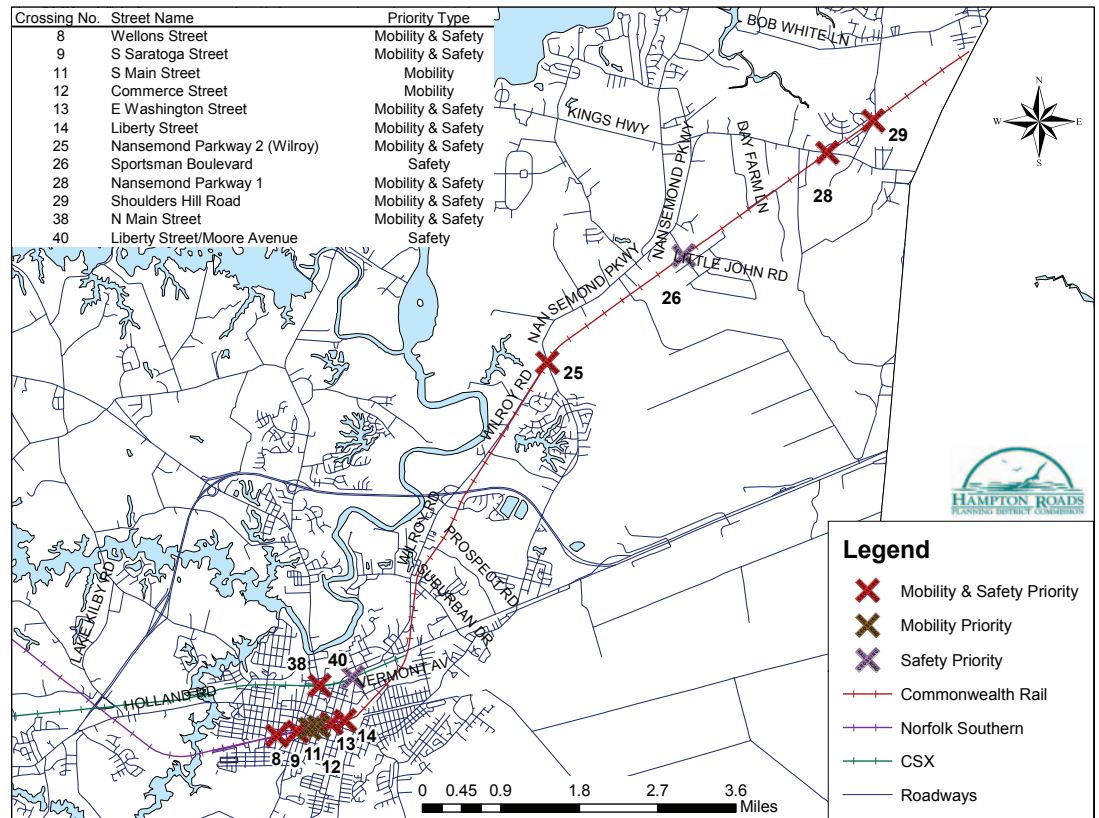
Study of Suffolk Railroad Crossings Complete

The HRPDC has completed a rail impact study for the city of Suffolk. The Suffolk Rail Impact Study results were presented and approved for publication during the May Metropolitan Planning Organization meeting. The city of Suffolk requested the study to assess the effect of increased rail traffic resulting from the construction of the Maersk/APM Terminal and the proposed Craney Island Marine Terminal. Suffolk expects rail traffic through the city to increase as a result of a \$60 million relocation of the existing Commonwealth Railway Mainline through the cities of Portsmouth and Chesapeake to the median of I-664 and Route 164. This relocation will eliminate 14 at-grade crossings in those cities. However, the increased rail traffic projected with the opening of new port facilities, APM terminal (opened this year) and the proposed Craney Island Marine Terminal (2017), has led to many concerns regarding at-grade crossing in Suffolk.

The study looked at 40 highway-rail crossings in Suffolk along tracks operated by Commonwealth Railway, Norfolk Southern, and CSX. Using seven performance measures, the study analyzed and evaluated traffic and safety at the crossings, and identified and ranked critical needs for crossing improvements. Additionally, the study offered options to improve crossings and techniques that could be employed to mitigate negative impacts of the increased rail traffic.

One performance measure used in the study, Daily Hours of Vehicle Delay, provides a good picture of the impact rail traffic has and will have on vehicular mobility in Suffolk. Daily Hours of Vehicle Delay incorporates the amount of time a roadway is blocked (determined by the daily number of trains, length of trains and speed of trains at the various crossings), with the daily roadway traffic. For example, if six cars must wait 10 minutes for a train, that accounts for one

Map 8: Mobility & Safety Priorities



hour at that crossing. Motorists that must cross the railroad tracks at East Washington Street currently experience the most delay and are projected to retain that status as the rail traffic increases.

On the safety side, the study examined protection measures (signals, signs, and gates) that are currently employed at the crossings, as well as accident history for each crossing. The crossings were then ranked according to a hazard index, developed as a function of average daily vehicular traffic, daily number of trains and protection measures. The crossing at East Washington Street, due to high vehicular and rail traffic, was found to be the most hazardous crossing.

Finally, the study provides the city of Suffolk with a list of options for improving safety and mobility at 12 crossings. These improvements are broken into near-term, intermediate-term, and long-term options. Near-term options include more gates and signage. Intermediate-term options involve a coordinated citywide train monitoring and variable message sign system to alert and reroute vehicular traffic. The long-term options are more cost intensive and include infrastructure changes and development.

The State of Transportation in Hampton Roads




Updated Traffic Counts Reflect Increasing Travel

The latest traffic counts from the region's bridges and tunnels indicate continued growth at the region's major water crossings. May's figures indicate that the Monitor-Merrimac Memorial Bridge Tunnel (MMMBT) continues to add traffic monthly. Nearly 2,000 more vehicles each month have used the MMMBT over last year's counts for the same month. While volume at the MMMBT has not reached the level of the Hampton Roads Bridge Tunnel or the Downtown Tunnel, the monthly increases for this year at the MMMBT far eclipse those experienced at the region's other water crossings. The table below shows a comparison of traffic counts for 2006 and the months completed in 2007. May's figures were the latest available at the time of publication.

Average Daily Traffic Volumes at Regional Bridges/ Tunnels 2006 and 2007

	Downtown Tunnel		Midtown Tunnel		HRBT		MMMBT	
	2006	2007	2006	2007	2006	2007	2006	2007
January	92,381	89,966	33,736	33,668	82,892	83,656	47,487	49,855
February	95,751	90,741	35,104	36,149	85,043	87,149	50,261	51,901
March	98,469	97,676	36,287	36,440	90,283	90,396	52,555	54,721
April	95,607	96,530	35,186	34,707	90,535	91,435	52,405	55,509
May	96,522	97,674	36,401	35,982	92,176	92,641	54,630	56,600
June	97,339		37,887		93,819		58,966	
July	94,771		35,979		92,876		57,881	
August	95,800		36,348		94,895		59,305	
September	93,424		35,518		88,068		54,193	
October	93,852		36,586		87,310		55,486	
November	91,874		33,813		85,854		53,291	
December	91,713		32,676		82,699		50,214	

Healthcare Organizations Emergency Preparedness Seminar (HOEPS)

On June 4 and 5, Health Resource and Service Administration (HRSA), Tidewater Emergency Medical Services (TEMS), Peninsulas Emergency Medical Services (PEMS), the Hampton Roads Metropolitan Medical Response System (HRMMRS), local Virginia Department of Health (VDH) offices, and HRPDC staff held the second annual Healthcare Organizations Emergency Preparedness Seminars. There were close to 300 participants during the two-day seminars.

The seminars focused on preparing home healthcare, dialysis centers, nursing homes, assisted living group homes, and rehab centers for disasters. The seminars offered an opportunity for the organizations to meet with their local emergency managers. In addition, the organizations were able to ask questions of representatives from local hospitals, EMS agencies, Virginia Department of Transportation, the National Weather Service, Virginia Department of Social Services, Virginia Department of Emergency Management, and local health professionals. The planning committee will conduct a "lessons learned" session in order to develop best practices for the seminars and create a more robust seminar next year.



Medical Special Needs Subcommittee

The Regional Emergency Management Technical Advisory Committee (REMTAC) voted to give Chesapeake and Newport News \$97,000 each in Hampton Roads Metropolitan Medical Response System (HRMMRS) funds. The HRMMRS funds will be used to purchase a mobile generator for each city to augment their current sheltering capacity with power to accommodate those with medical special needs.

VERTEX FY07

The Virginia Department of Emergency Management held an exercise for the Virginia Emergency Response Team (VERTEX 2007) on April 24-27, 2007. The purpose of the exercise was to demonstrate the preparedness system, test the effectiveness and efficiency of the Commonwealth of Virginia's Emergency Operations Plan, and activate the Virginia Emergency Response Team. The HRPDC supported the state during VERTEX by sending an emergency management staff member to help evaluate Emergency Support Function #6 Mass Care. This year's VERTEX was also supported by several Hampton Roads jurisdictions who participated in conference calls and sent requests for information and resources to the state. Overall, another successful VERTEX was conducted this year.

Department of Homeland Security Stakeholders Meeting

The HRPDC participated in a Department of Homeland Security (DHS) and the Office of Commonwealth Preparedness (OCP) stakeholders meeting at the Attucks Theatre in Norfolk held April 6th. This group is the State's complementary group to the Urban Area Working Group associated with the Urban Area Security Initiative. The topics that were covered at this meeting included Evacuation and Sheltering, Interoperability Communications, and Homeland Security Grants.



Mass Evacuation and Rail Evacuation

The HRPDC staff attended two working group meetings on mass evacuation and rail evacuation in May. Currently, the committees are working on a draft plan for rail evacuation of equipment and mass evacuation via bus. Staffs from the HRPDC, Virginia Department of Rail and Public Transit (DRPT), and Virginia Department of Emergency Management (VDEM) are preparing the draft plan, and a plan review will take place in July. The committees are also preparing a report with recommendations to the Office of Commonwealth Preparedness.

Urban Area Security Initiative

The UASI has now extended eligibility for the non-profit sector in the Hampton Roads Region. The first meeting for the eligible non-profits occurred May 17, 2007, at the HRPDC. Representatives from the Office of Commonwealth Preparedness and the Virginia Department of Emergency Management (VDEM) attended. The workshop was well attended with over two dozen participants and a good deal of interaction. All applications were reviewed and prioritized by the Urban Area Working Group (UAWG) and the Chief Administrative Officers on June 20, 2007. HRPDC staff submitted Hampton Roads area applications to VDEM, which submitted the applications to Department of Homeland Security (DHS) for review. DHS selection is expected by the end of August.

Operation Chain Reaction Tests the Region's First Responders

At the request of the Hampton Roads Metropolitan Medical Response System (HRMMRS), the city of Virginia Beach hosted a full-scale regional public safety exercise known as "Operation Chain Reaction." The Operation Chain Reaction Full Scale Exercise was the third in a series of exercises to evaluate the emergency response capabilities to a radiological dispersion device (RDD) (commonly referred to as a "dirty bomb") and mass casualty incident (MCI) in the Hampton Roads area. The April 3rd exercise was built on the events of a tabletop exercise conducted on November 29, 2006, and a functional exercise conducted on February 15, 2007.

The scenario involved a simulated explosion of an RDD at the Virginia Beach Amphitheater. Upon arrival, first responders faced a chaotic scene with 350 "victims" scattered throughout the various sections of the amphitheater making this the largest mass casualty exercise ever held in Hampton Roads. Treating, decontaminating,

and transporting this large number of patients to hospitals provided an excellent test of our community's mass casualty and hazardous materials incident management skills.

The exercise used actual personnel and equipment in 12 different locations in the region to respond to the simulated disaster. The exercise involved 19 public safety agencies in 7 Hampton Roads jurisdictions, 11 hospitals, Regional Hazardous Materials Team, Hampton Roads Metropolitan Medical Strike Team (HRMMST), Virginia Department of Health, Office of the Chief Medical Examiner, Virginia Department of Emergency Management, and Federal Bureau of Investigation. This exercise would not have been possible without the contribution of time and talent of volunteers from the Cadets of Class 26, National Guard Commonwealth Youth Challenge based at Camp Pendleton and from area CERT Programs, Medical Reserve Corps Units, hospitals and other organizations.

The lessons learned from this exercise have been collected and are documented in the Operation Chain Reaction After Action Report (AAR). These findings will then be used to revise and improve local emergency operations plans and public safety training.



Green Infrastructure Planning



HRPDC staff is currently involved in several activities related to the recently completed “Hampton Roads Conservation Corridor Study.” The Study involved extensive geographic information system (GIS) analysis of the Hampton Roads region to identify opportunities for the development of a regional open space network. In an effort to capitalize on this analysis, a subsequent report on the application of green infrastructure planning in Hampton Roads has recently been completed. Green Infrastructure is defined as a planned network of green spaces that benefit wildlife and people and link urban settings to rural ones. The report includes information about the development of conservation corridors in Chesapeake and Virginia Beach through the Southern Watershed Area Management Program, the expansion of green infrastructure planning to the entire region through the “Hampton Roads Conservation Corridor Study,” and a synopsis of two green infrastructure workshops that were hosted by the HRPDC. The report contains a set of recommended implementation actions associated with green infrastructure planning in Hampton Roads and several case studies from other communities to illustrate the application of green infrastructure planning.

The recommended implementation actions that have been identified as priorities through discussions with local government staff include the following:

- Development of a white paper on the integration of green infrastructure with the development approval process. The white paper effort will analyze Maryland’s

Prince George’s County Green Infrastructure Plan and associated ordinances. The County requires the dedication of open space to its green infrastructure network when land is subdivided. Opportunities to implement a similar program in Virginia will be identified.

- A workshop on the use of green infrastructure to buffer military facilities in Hampton Roads from encroachment by new development. The workshop will involve regional stakeholders from the military, local government, state government and other constituencies. Examples of the application of the use of green infrastructure to deal with encroachment in North Carolina and Florida will be used to spark discussion.
- Examination of the integration of green infrastructure with stormwater management through case studies from other communities that will be collected and analyzed to provide examples of this evolving approach to stormwater management and the potential benefits of its application in Hampton Roads.
- Other items that are under discussion include the possible development of a regional parks plan associated with the regional green infrastructure network, refinement of the conservation corridor network to support evolving land use policy in each locality and development of a long term plan for financing implementation of an open space network in Hampton Roads.

Illicit Discharge Detection & Elimination

Approximately 50 attendees completed recent Illicit Discharge Detection and Elimination Trainings offered by the Hampton Roads Planning District Commission through the Phase II Stormwater Program. The trainings were offered as a part of a series of regional training sessions to assist localities in meeting their stormwater permit requirements, and were made possible through local jurisdiction contributions and a training grant from the Department of Conservation and Recreation.

Illicit discharges are a concern to local governments because of their direct impact to water quality in the area. Illicit discharges are typically defined as any discharge to the municipal separate storm sewer system (MS4) that is not composed entirely of stormwater, except for discharges allowed under a separate National Pollutant Discharge Elimination System (NPDES) permit or waters used for fire suppression.

These discharges into the stormwater system can occur due to illegal connections to the storm drain system from residential, business or commercial establishments or illegal dumping and disposal of any substance into a storm drain. As a result of illicit connections and discharges into the system, contaminated wastewater, debris and chemicals can enter into the stormwater system or directly into local waters. Illicit connections may be intentional or may be unknown to the property owner. Additional sources of illicit discharges can be failing septic systems, illegal disposal of oil, paints or cement, or the improper disposal of sewage from boats or campers.

All localities in Hampton Roads prohibit illicit connections and illicit discharges into the stormwater system. Fines and legal action may be used by localities to ensure compliance by citizens. It is anticipated that pending changes in state regulations and local permits will require localities to be more proactive in detection and elimination of illicit discharges.

Citizens are reminded through the efforts of HR STORM of the many ways they can eliminate harmful discharges into the system by picking up after their pets, disposing of household hazard waste and automotive chemicals properly, composting leaves and yard debris, and maintaining their septic system.



At the workshop, attendees participated in a hands-on exercise about prioritizing illicit discharge detection activities.

HR WET Trailer Schedule

The Hampton Roads Water Efficiency Team (HR WET) educational trailer has been making its way around Hampton Roads and continues to participate in festivals and shows throughout the region. Come out to the next show, and while you are there visit the HR WET trailer. The following is a schedule of upcoming events. Please check the website: www.hrwet.org for updated schedules.



Date	Event	Location
Sept. 7-9	Hampton Bay Days	Downtown Hampton
Sept. 21	Estuaries Day	York River State Park

Curtain Call for Trashanator II

Trashanator II, a free play that takes a humorous approach to teaching about waste reduction and the importance of environmental preservation & conservation, has finished its fourth and final season. Sponsored by the HRPDC, HR CLEAN, and the Southeastern Public Service Authority of Virginia (SPSA), Trashanator II environmental messages reached more than 20,000 3rd through 6th grade students over the course of four seasons.

Each season, each of Hampton Roads' sixteen localities had the opportunity to bring the performance to a school at no cost through a regional agreement. HR CLEAN covered the expenses of each performance through the partnership with SPSA.

HR CLEAN is currently in the process of considering other youth education opportunities for the 2007-08 school year. The ODU PlayTime Theater Group owns the rights to the Trashanator performance. HR CLEAN hopes that the Trashanator will be back soon to teach the environmental responsibility messages to schools across Hampton Roads.



Upcoming Stormwater Regulatory Changes

The Virginia Department of Conservation and Recreation (DCR) is in the process of making several changes to Parts II, III, and XIII of the Virginia Stormwater Management Program (VSMP) Regulations (4 VAC 50-60 et seq). The latest proposed draft of Part II includes more stringent post-construction nitrogen and phosphorus water quality requirements and incorporates a variety of Low Impact Development (LID) practices such as the reforestation and protection of riparian areas, open space conservation, rain gardens, infiltration practices, rainwater harvesting, green roofs, pervious parking, and grass channels. In addition, this section now also includes water quantity criteria. The water quality and quantity criteria are applicable to every stormwater management program and land disturbance associated with construction activity.

In Part III of the regulations, which deals with program administrative procedures, local governments may be required to manage a portion of the VSMP permit for construction activities. If EPA approves, DCR administration of this permit will be delegated to local governments that have municipal separate storm sewer systems (MS4s), to localities covered by the Chesapeake Bay Preservation Act, and to any locality that would want to "opt in" to the program. State law provides for the sharing of permit fees by the state and local government to fund the program. In Part XIII of the regulation, fee increases have been proposed

for the issuance, modification, and maintenance of the MS4 permits and the general permit for construction activities.

DCR has also recently issued a Notice of Intended Regulatory Action (NOIRA) to amend applicable portions of the VSMP regulations in order to develop a new General Permit for Stormwater Discharges from small MS4s. A new general permit is needed because the current one will be expiring on December 9, 2007. Changes made to the general permit are expected to be more rigorous, and may include additional monitoring, program evaluation, and reporting requirements. Adjustments will also be made to the regulations to clarify documentation requirements and the minimum standards for a regulated small MS4. Changes to these regulations will affect the six Phase II communities within Hampton Roads, which include the cities of Poquoson, Suffolk and Williamsburg, and Isle of Wight, James City and York counties.

Representatives of several Hampton Roads localities and the HRPDC staff are participating on the DCR Technical Advisory Committees, which have been established to aid DCR in revising the regulations. The regulations are becoming more rigorous, and it is expected that the proposed modifications will require additional local government expenditures on personnel, program administration, monitoring, and reporting. Development costs can also be expected to increase due to new requirements.

Living Shorelines Workshop Held in Hampton Roads

The HRPDC hosted a regional Living Shorelines workshop on May 30, 2007. The workshop featured speakers from the Virginia Institute of Marine Science, the Virginia Marine Resources Commission, the city of Norfolk, and the Division of Chesapeake Bay Local Assistance at the Department of Conservation and Recreation. The workshop focused on the application of state regulations in relation to living shorelines techniques, which can be used for restoring and protecting shorelines in the region. Case studies were also provided as practical examples of living shorelines projects that will work in Hampton Roads. Living shorelines techniques are an alternative to traditional shoreline hardening and offer a number of benefits, including erosion protection, habitat creation, and the trapping of nutrients and sediment that contribute to the degradation of local water quality.

Over fifty people attended the half-day workshop, which was funded in part through a grant from the Department of Conservation and Recreation.



Workshop attendees learned about techniques and projects designed to protect Hampton Roads' shorelines.

Join Us for the 18th Annual Virginia GIS Conference

Collaborate and Innovate! Sharing the Wealth with GIS

The Virginia GIS Conference will be held from September 24-25, 2007, at the Virginia Beach Convention Center. Come and learn about the latest advances and applications in GIS by attending presentations, networking with colleagues, and visiting vendor booths. Over 400 GIS professionals from local, state and federal government, the private sector and universities are expected to attend. To register or obtain additional information about the conference, visit <http://www.hrpdc.org/VAGIS2007>. This year's conference is sponsored by the Virginia Association of Planning District Commissions and hosted by the HRPDC.



The screenshot shows a web browser window with the title "2007 Virginia GIS Conference - Virginia Beach, Virginia". The address bar shows the URL "http://www.hrpdc.org/VAGIS2007/Default.aspx". The browser's toolbar includes buttons for back, forward, home, and search. The search bar contains the text "2007 gis conference logo". The website's navigation menu includes links for "Total Skull Main", "Adobe Softw...mpatibility", "Adobe Illust...an Planning", "ILLCRAFT", "Welcome To ...Sonja.com!", and "waxy.org/ra...skeletons/". The main content area features a large "2007 Virginia GIS Conference" header with three images: a modern building, a group of people in a conference room, and a coastal view. Below the header, the text reads "We invite you to join us for the ... 18th Annual Virginia GIS Conference Collaborate and Innovate! Sharing the Wealth with GIS". The dates "September 24 - 25, 2007" and the location "Virginia Beach Convention Center" are listed, along with the accommodation "Doubletree Hotel Virginia Beach". A sidebar on the left contains links for "Home", "Call for Papers", "Registration", "Sponsorship", "Exhibitors", "Agenda", "Hotel/Venue", "Virginia Beach", and "Contact". A sidebar on the right titled "Announcements" includes links for "Call for Papers Now Open! Abstracts due April 27, 2007", "Sponsorship & Exhibitor Booth Reservations Now Open!", and "Update your information in the conference mailing list". The footer includes the logos for the sponsors, "vapdc" (Virginia Association of Planning District Commissions) and "Hampton Roads Planning District Commission", and the copyright notice "© 2007 Hampton Roads Planning District Commission" with photo credits to "Virginia Beach Tourism" and a "Contact Us" link.

2007 Virginia GIS Conference

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September 24 - 25, 2007
Virginia Beach Convention Center

with accommodations provided by
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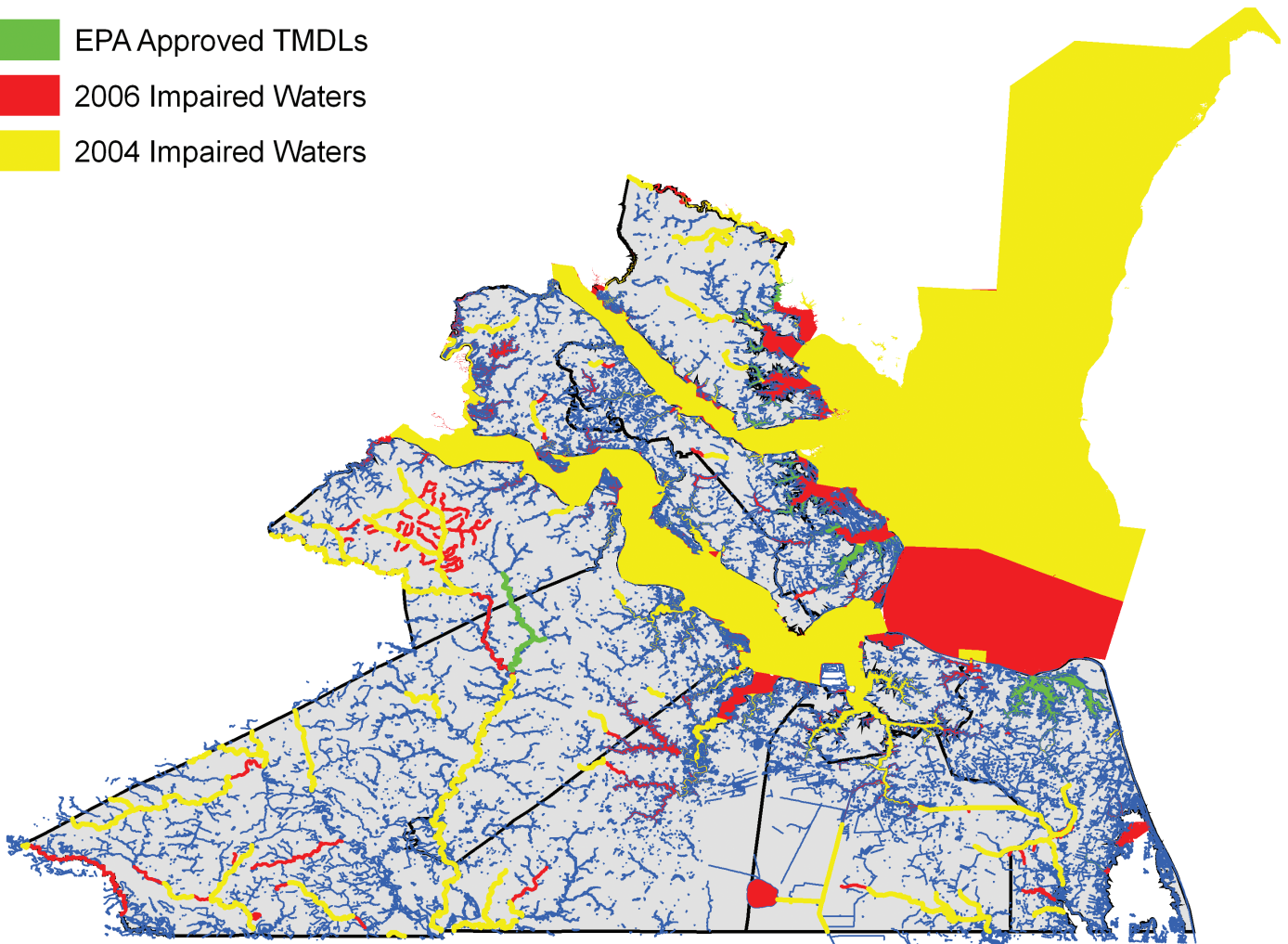
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TMDL Partnership

Recently the HRPDC formalized a partnership with DEQ to coordinate the development of Total Maximum Daily Loads (TMDLs) and Implementation Plans in Hampton Roads. TMDL refers to the amount of pollutants that can be present in a waterway and still have that waterway meet water quality standards. TMDL studies identify pollutant sources and reductions required to meet water quality standards.

The proposal provides for enhancing the ongoing relationship between the HRPDC and the DEQ through the HRPDC's facilitating the public outreach and stakeholder participation process for upcoming TMDL Studies. It also provides for HRPDC preparation and associated stakeholder activities involved in preparation of the TMDL Implementation Plans for impaired waterbodies throughout the Hampton Roads region. The proposal provides for integration of the Impairment Control Plans required by the MS4 Permits of the region's localities with the TMDL Implementation Plans and appropriate local government planning efforts. Efforts are currently underway to develop an Implementation Plan for impaired waters in the Chowan Basin within Virginia Beach. All Implementation Plan development and public outreach are being accomplished in close cooperation with the affected localities.

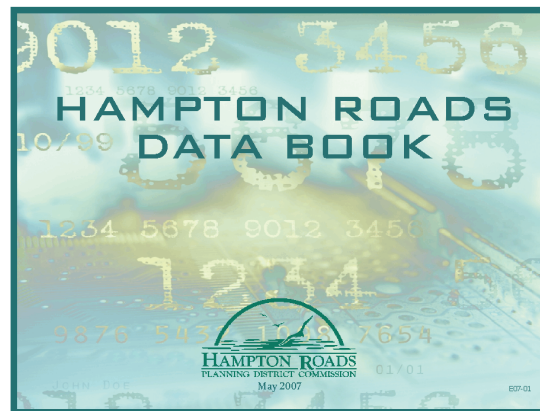
-  EPA Approved TMDLs
-  2006 Impaired Waters
-  2004 Impaired Waters



2007 Hampton Roads Data Book

The 2007 Hampton Roads Data Book was released in May. Updated annually, this document contains much of the regional socio-economic data used by the Hampton Roads Planning District Commission. Available in an easy to read tabular format, most data time series begin in 1969 or the early 1970s and cover each of the political jurisdictions of the Planning District. Data elements include information on regional population, employment, unemployment, labor force, military personnel, building permits, hotel receipts, local government tax collections, automobile registrations, home sales and retail sales.

Bound copies of the Data Book will be available for purchase in the HRPDC library. However, the Data Book is also available for free in two formats, PDF and Excel, on the HRPDC website (www.hrpdcva.gov).



2034 Socio-Economic Forecast

HRPDC economists have produced a socio-economic forecast for Hampton Roads for the year 2034. The HRPDC periodically develops long-range forecasts to assist the long-range transportation planning process. The forecast includes information on such things as regional population, projected number of vehicles in the region, and number of households. HRPDC transportation planners use this information in modeling the region's transportation needs. Ultimately, this information is a factor in determining which road and transit projects are to be incorporated into the region's long-range transportation plan. The next update of the Hampton Roads Long Range Transportation Plan will extend through the year 2034.

The figures developed in the socio-economic forecast incorporate information on trends, historical data, and expected growth. Based upon this information, general assumptions are developed and applied. The 2034 forecast assumed:

1. The Hampton Roads economy will outperform the U.S. economy in sharp contrast to the experience of the recent period from 1990 to 2004.
2. Over the next several decades, the Peninsula's population will grow faster than the population of South Hampton Roads.
3. The population forecast depends on a number of factors – only one of which is the pace and location of new home construction.
4. The rate of growth in retail employment is expected to decline.

The table below includes the 2034 forecast. The forecast was presented to the region's jurisdictions for their review.

	2000	2034
Population	1,575,348	2,080,600
Households	579,107	796,500
Employment	963,231	1,224,100
Retail Employment	159,550	186,600
Workers by Place of Residence	761,207	928,300
Passenger Vehicle Registration	1,119,966	1,837,400

John Whaley Retires

John Whaley, Deputy Executive Director, Economics, retired in June after 32 years at the HRPDC. John, who holds a Bachelor's degree in Business Administration from Northwestern University and a Master's degree in Economic Geography & Statistics from Indiana State, began his service to the citizens of Hampton Roads as an Economic Planner for the former Southeastern Virginia Planning District Commission (SVPDC) in April 1975. He became Chief Economic Planner later that year.

In 1983, John was promoted to Chief Economist for the SVPDC. In this position, he helped to expand the region's economic research and analysis during the merger of the Peninsula Planning District Commission and SVPDC in 1990. He continued in this role until 1998 when he assumed the Deputy Executive Director of Economics position. Throughout his career, John provided Hampton Roads with accurate and measured economic forecasts and data analysis that have guided the region's decision makers both public and private.

John plans to continue pursuing his hobbies that include traveling, diving and underwater photography.

Congratulations John on 32 years of service to Hampton Roads and enjoy your well-earned retirement.



HRPDC Chair, Mayor Paul Fraim, Norfolk, presents John Whaley with a Resolution of Appreciation at the June 20 meeting.

Staff Accolades



HRPDC Senior Environmental Planner, Julia Hillegass recently completed her Masters in Public Administration at Old Dominion University. Upon completion of her degree, she was selected by the faculty for membership in Pi Alpha Alpha and was inducted at a recent awards ceremony at ODU. Pi Alpha Alpha is the national honor society that recognizes academic achievement in the field of public affairs and administration. Ms. Hillegass is also currently serving at President-Elect for the Hampton Roads Chapter of the American Society of Public Administration.



The Hampton Roads Review is published quarterly and is available at no cost. The HRPDC is a voluntary association of sixteen local governments. The purpose of the HRPDC is to provide a forum for local governments to address issues of regional importance and to encourage regional cooperation and coordination. For more information contact the HRPDC at 757.420.8300 or visit our website at hrpdc.org.

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Hearing Impaired may contact
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Virginia Relay Center: 800.828.1120

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Cover photo: "Anticipation mounts..." The parade of tall ships is about to begin at the 2007 Harborfest and Sail Virginia celebration.
Photo by Brian Miller.

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Jul 18 • 10:30 a.m. HRPDC Quarterly Commission/
Metropolitan Planning Organization
held at: The Regional Board Room

Aug 15 • 10:30 a.m. HRPDC Executive Committee/
Metropolitan Planning Organization
held at: The Regional Board Room

Sep 19 • 10:30 a.m. HRPDC Executive Committee/
Metropolitan Planning Organization
held at: The Regional Board Room

MEETING CALENDAR

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